

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE HOUSTON AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION
THE ENTIRE HOUSTON AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

MILITARY TRAINING ROUTES (MTR)
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.
Since these routes are subject to change every 56 days, and the charts are released every 6 months, you are cautioned and advised to consult the nearest FSS for route dimensions and current status for those routes affecting your flight.
Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Aeronautical Facility Directory.
DoD users refer to Area Planning AFYB Military Training Routes North and South America for current routes.

HOUSTON CHARTED VFR FLYWAY PLANNING CHART

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

LEGEND

AIRPORTS
Paved Runways: NAME (NAM)
Unpaved Runways: NAME (NAM)
NAVIGATIONAL AIDS
VORTAC: NAME (NAM)
VOR: DLG 138.8
NDB: DCW 262
VOR-DME: KIP 110.7
NDB-DME: RMW 326

AIRSPACE INFORMATION
CLASS B AIRSPACE
CLASS B SURFACE AREA
EXAMPLES OF CLASS B AIRSPACE ALTITUDES
70 --- CEILING IN HUNDREDS OF FEET MSL
30 --- FLOOR IN HUNDREDS OF FEET MSL
MODE C (SEE F.A.R. 91.215/AIM.)
CLASS C AIRSPACE
CLASS C SURFACE AREA
MODE C (SEE F.A.R. 91.215/AIM.)

Class D Airspace
Class E (stc) Airspace
Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)

SPECIAL USE AIRSPACE
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger and Restricted Areas
Alert Area and Military Operations Areas (MOA)

SUGGESTED VFR FLYWAY AND ALTITUDE
2600
6700
IFR DEPARTURE ROUTES
IFR ARRIVAL ROUTES

OBSTRUCTIONS (Selected)
2049
NAVIGATION REFERENCE POINT
N39° 56' 32" W120° 56' 51"
MOUNTAIN TOP OR PEAK AND SPOT ELEVATION
12256
Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: MONUMENT
The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

HOUSTON CLASS B AIRSPACE

OPERATING RULES AND PILOTEQUIPMENT REQUIREMENTS: Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:
1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
(a) The pilot is command holds at least a private pilot certificate or:
(b) The aircraft is operated by a student pilot who has met the requirements of FAR 91.95
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES
IFR FLIGHTS - Aircraft operating within the Houston Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS
1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft departing to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES
All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.
NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading or altitude will cause the pilot to violate such rules.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

HOUSTON VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name. VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VRBWW	N29°46.25'W095°09.24'
VRDTH	N29°46.59'W095°23.21'
VRGLA	N30°08.32'W095°06.82'
VRKTY	N29°30.30'W095°44.92'
VRHNS	N29°47.05'W095°44.92'
VRHNS	N29°30.00'W095°41.00'
VRHNS	N29°40.22'W095°43.94'
VRHNS	N29°47.06'W095°33.81'
VRHNS	N29°24.06'W095°11.44'

REPORTING CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-638-8877, or email at FAA-Aeronav@faa.gov. Frequently asked questions (FAQs) are answered on our website at <http://aeronav.faa.gov>. See the FAQs prior to contact via toll free number or email. Where derivation of data is required such information should be depicted clearly and accurately on a current chart. A replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, 2500-A, Box 2384, 1305 East West Highway, Silver Spring, MD 20910-2381.

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
2500-A, Box 2384, 1305 East West Highway, Silver Spring, MD 20910-2381
10001 Cool Luck Road
Glen Dale, MD 20759-9700
Online at <http://aeronav.faa.gov>
Email: FAA-Aeronav@faa.gov
Telephone 1-800-638-8877
Fax 301-435-0293
or any authorized FAA Chart Agent



